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Fishing Fleet Movements.

Sch. Hiram Lowell of Bucksport, Me., is at Burnham's shears for a new foremast.

Sch. Helen B. Thomas is on Burnham's railways.

The famous Provincetown flyer Rose Dorothea, winner of the Lipton cup race, and which has been hauled up here the past two months, has resumed winter haddocking, sailing from here yesterday under command of Capt. Marion Perry.

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UNITED STATES GONE THE LIMIT.

Another Treaty Doubtful If Present One Fails.

Telegrams are constantly being exchanged between Ambassador Bryce at Washington and Premier Bond at St. John's, N. F., regarding the fisheries treaty. If the Premier refuses to assent to this treaty, it is not believed that it will be possible to negotiate another, as Secretary Root has plainly intimated that the United States had gone to the limit of its concessions in this one and would refuse to yield anything further.

Attorney General Kent of Newfoundland, who left Washington a few days ago, for home, via Ottawa, has returned, so as to be closer in touch with Mr. Bryce and to answer legal questions which may be raised on either side.

Sir Robert Bond has raised certain objections to the treaty as it now stands, but it is hoped at Washington that these objections can be removed by an explanation of the meaning of some of the clauses.

A dispatch from sch. Johns says that the colonial cabinet was in session last night considering the latest developments at Washington.

Attorney General Kent, who remains in Washington, has forwarded an important dispatch to Premier Bond.

The dispatch and the nature of the reply were discussed by the cabinet. The government will not make a public statement during the negotiations.

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SILSBEES IS BREAKING UP.

WRECKING CREW NOW STRIPPING THE LOST CRAFT.

Advices from the scene of the wrecked sch. Elizabeth Silsbee state that the vessel is breaking up and that a wrecking crew is at work saving the gasoline engine and stripping the craft of everything possible. The craft will therefore be a total loss.

The Silsbee was the most costly fishing vessel ever constructed. She was fitted with a 300 horse-power gasoline engine, the largest in the fleet, and fitted and ready for sea represented an outlay of at least \$25,000. She has been going but four seasons and before going ashore was considered worth \$16,000 or \$17,000. She is owned by the Atlantic Maritime Co., of this city and it is understood to be partly insured.

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MEN BARELY REACHED BOATS.

SHORE BOATS CAUGHT IN SNOW SQUALL ON JEFFRIES YESTERDAY.

MOST OF THE BOATS LEFT BEHIND PORTION OF THEIR TRAWLS.

The market boats which set off here yesterday on Middle bank and Jeffries took chances, and a heavy snow squall about 3 o'clock in the afternoon caught most of the fishermen out on their gear. All hands got back to their vessels, but nearly every boat lost from three to six tubs of trawls.

Most of the crafts only made short sets, but several got splendid returns 18 of them getting from 8000 to 17,000 pounds, mostly haddock, which means from \$15 to \$35 to a man for a short afternoon's work. Others of the fleet did not do so well, getting only from 2000 to 4000 pounds, while others were almost completely "skunked."

After the boats got on the ground it did not look too good and nobody seemed anxious to set, but after a while one chap put his dories over and of course the rest had to follow although all realized they were taking chances. The thoughts of the big prices they were sure to get urged them on and today, at T wharf, the crews of 22 of them are profiting on the strength of the chances they took. They struck a big market, getting \$4 for haddock and \$6 to \$7.50 for large cod, which means a good trip for every boat there.

After the squall yesterday it breezed up, but many of the boats hung out, hoping for a chance to make good today, but this morning it was blowing too hard to put the dories out and the fleet came streaking in. Many came up to the wharves, while others, keeping their mainsails up, anchored off Pavilion beach, ready to start out again if it moderated, while others jogged off the Point, as if they thought they might get a chance to set this afternoon.

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FAVORS CLOSE MACKEREL SEASON.

Capt. Dyer Thinks Change

Would Prolong Catch Through Fall.

Cape Cod Expert Believes

Fish Still Seek Old

Feeding Grounds.

The decision of the Bureau of Fisheries to send the sch. Grampus hunting mackerel schools the coming season has brought forth many ideas from lots of the old timers as to where the mackerel have gone and the cause of their going, as well as what to do in the fishing line in order to have them reappear once more on our shores in goodly numbers as of yore.

Capt. Dyer's Views.

Capt. Charles A. Dyer of Portland, who has caught, handled and sold thousands upon thousands of barrels of mackerel and who has been accounted one of the authorities on the mackerel subject has written to the Times on the subject. Capt. Dyer has always, season after season, made a resume of the fleet and expressed his opinion as to what should be done to ensure the success of the fleet the following year.

Capt. Dyer writes that he is glad to see that some efforts are now to be made to improve the situation and calls it a most important move in the interests of Massachusetts and Maine. He believes that one thing which should be done at the outset, to insure an improvement in the catch from year to year, is to have a close season; that is, to

Prohibit the Catching and Sale of Mackerel Up to July 1

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of each year. This, he claims, would allow the schools time to locate on the coast and throw their spawn off the coasts of Massachusetts, Maine and Nova Scotia, as they were wont previous to 1886.

This would shorten the season for the taking of mackerel at the start, and would wipe the southern mackerel fishery out of existence, but Capt. Dyer claims that it would really make the season longer, and as in the old days, the best part of the season would come in September, October and part of November, whereas the bulk of the fleet is now hauled up early in the former month.

He says that the old time mackerel catchers have not forgotten the Chatham, Boon Island and Middle bank catches during the three months mentioned, but for the last 15 years the season has practically closed before the part of the year when the big catches made at these points has arrived. He states that, of course, it is too late to advocate a close season for this year, but not too late to advocate it for 1910.

Capt. Bassett Has Made Careful Study of Their Habits

The Times is in receipt of still another letter from another old mackerel man, Capt. A. Everett Bassett of Harwick, who writes that he has been much interested in what has been written of late regarding the disappearance of the mackerel and of how little is known of their habits.

He says that he has had 30 years experience in the mackerel fishery and has made a close, careful study of their habits and believes that the habits of these fish are not as much unknown today as they were 100 years ago.

He says it is true that it has been nearly 25 years since we have had an average catch of mackerel, but that it is because

The Mackerel Have Not Changed Their Habits,

but the men who go to catch them have changed.

He believes that there are just as many mackerel in the seas today as there were 25 years ago and that they can be caught as formerly. Mackerel have their feeding grounds and they go to them as formerly, at certain times of the year, and if a man can tell when they go to these grounds and be on them then, they can be caught as formerly.

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CAME ALONG CAUTIOUSLY.

Sch. S. J. Lindsay 32 Days Coming from Rockport, Me., to Boston.

After causing the gravest concern for her safety because she was out 32 days from Rockport, Me., and bound only as far as Boston, the half century old coaster, S. J. Lindsay, well known here, as is her captain, reached the harbor of the Hub on Monday, thereby greatly relieving the great anxiety which has been felt for the possible fate of her and all hands.

When the Lindsay arrived, sch. Hastings, from the same port, and also lime laden, came in with her and strange to say, she had been just 18 hours making the passage it had taken the old Lindsay 32 days to do.

The well known old coasters Nile and Hume are also bound to Boston from Rockport, and have not been heard from lately, but while there is some natural anxiety for them, because of the heavy weather that has prevailed, it is generally believed that they have been coming along cautiously and harboring in bad weather as did the Lindsay.

BOTH ICED UP BADLY.

Lunenburg Schs. Clintonia and Juniata Had Hard Passages.

Both Lunenburg schs. Clintonia and Juniata, which arrived at Boston on on Main street around the Cape at 9.30 herring, had very hard passages from their home port, dipping right into the height of the Saturday gale. Both were iced up so badly that the crews were obliged to use the ice mauls constantly to keep the ice from piling up so that they would become unmanageable.

One sea swept over the Clintonia's deck, carrying away her only dory.

Some of the crew of each vessel were frost bitten and called the passage one of the worst they ever experienced.

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Fishing Fleet Movements.

Sch. Lucania was at Halifax Sunday for shelter, and cleared the same day for the fishing ground.

Capt. Joseph Sears will now command sch. Ramonia in the market fishery.

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JANUARY WAS HARD MONTH.

Some Market Fishermen Made Only \$15 to \$20 During the Time.

January was a hard month on the market fleet as a whole, the crews of some not sharing over \$15 to \$20 for the whole 31 days. A few did well, however, the crew of sch. Mary E. Cooney sharing \$92, while the Evelyn L. Thompson's men got over \$100 each for their month's work.

Capt. John Grady of sch. Rex, which came from Boston last night, reports the hardest kind of weather on La Have bank and the Cape Shore. There would be a week and ten days on a stretch when it was impossible to put a dory over the side.

SALT FISH TRADE IMPROVING.

Full Gangs Now Working Whole Time at All the Lofts.

The salt fish trade, which has been very dull for some time has picked up the past week and is now brisk.

At all the fish firms, full gangs are working whole time and things have taken on a lively air. The men who have been laid off for some weeks are pleased and naturally the firm holders are also tickled.

Coaster Found Adrift.

The coaster J. Arthur Lord, a frequent visitor to this port, was towed into Vineyard Haven Monday night by the revenue cutter Acushnet, which found her drifting around helpless off Nantucket in the recent gale, with both anchors gone and badly iced up.

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Today's Receipts.

Sch. Hope, shore, 2000 lbs. fresh fish.
Sch. Edith Silveira, shore, 4000 lbs. fresh fish.
Sch. Flora J. Sears, shore, 3500 lbs. fresh fish.
Sch. Belbina P. Domingoes, shore, 2500 lbs. fresh fish.
Sch. Rex, via Boston.
Sch. Julietta, shore.
Sch. Georgianna, shore.
Sch. Valentinna, shore.
Sch. Annie and Jennie, shore.
Sch. Ida M. Silva, shore.
Sch. Mina Swim, shore.
Sch. Rose Standish, shore.
Sch. Ida S. Brooks, shore.
Sch. Catherine D. Enos, shore.
Sch. Mary T. Fallon, shore.
Sch. Leo, shore.
Sch. Emily Sears, shore.
Sch. Little Elsie, shore.
Sch. Rita A. Viator, shore.
Sch. Viking, shore.
Sch. Walter P. Goulart, shore.
Sch. Francis P. Mesquita, shore.

Vessels Sailed.

Sch. Paragon, halibuting.
Sch. Dictator, halibuting.
Sch. Gladiator, halibutning.
Sch. Romance, haddocking.
Sch. Valentinna, haddocking.
Sch. Mary T. Fallon, haddocking.

Today's Fish Market.

Ground pollock, 55 cts. per cwt.; gutted, 60 cts.
Salt Georges cod, large, \$4; mediums, \$3.00.
Bank halibut, 10 1-2 cts. per lb. for white and 8 1-2 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37-1-2; Eastern cod, large \$1.75; medium, \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
Eastern deck handline cod, \$4 for large and \$3 for medium.
Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$3.00 per cwt.

Boston Arrivals.

Sch. Emily Cooney, 3000 haddock, 1000 cod.
Sch. Mary B. Greer, 8000 haddock, 2000 cod.
Sch. Mary Edith, 7000 haddock.
Sch. Blanche F. Irving, 700 cod.
Sch. James W. Parker, 25,000 haddock, 10,000 cod.
Sch. Louise R. Silva, 14,000 haddock, 3500 cod, 400 hake, 1500 pollock.
Sch. Mand F. Silva, 15,000 haddock, 1000 cod.
Sch. Evelyn L. Thompson, 8000 haddock, 1000 cod, 2000 hake.
Sch. Aspinet, 14,000 haddock, 1000 cod, 1000 hake.
Sch. Buema, 15,000 haddock, 100 cod.
Sch. Ethel B. Penney, 9000 haddock, 1000 cod.
Sch. Richard J. Nunan, 9000 haddock, 2500 cod, 1000 hake.
Sch. Helen B. Thomas, 6000 haddock, 400 cod, 1000 hake.

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Sch. Hortense, 9000 haddock, 500 cod, 500 hake.
Sch. Galatea, 6000 haddock, 500 cod.
Sch. Warren M. Goodspeed, 8000 haddock, 1000 cod.
Sch. Mary E. Cooney, 10,000 haddock.
Sch. Washakie, 8500 haddock, 3000 cod, 2500 pollock.
Sch. Olive F. Hutchins, 7000 haddock, 2000 cod, 2000 hake.
Sch. Seaconnet, 15,000 haddock, 200 cod, 1500 hake.
Sch. Pontiac, 8000 haddock, 400 cod.
Sch. Manomet, 10,000 haddock, 1000 cod, 500 hake, 2000 pollock.
Haddock, \$3.75 to \$4 per cwt.; large cod, \$6 to \$7.50; market cod, \$4.50 to \$5; hake, \$4 to \$6; pollock, \$4 to \$5.

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FISHING ARRIVALS SCARCE.

Only One Offshore Trip at This Port Since Last Wednesday.

When a large port like Gloucester cannot spare up more than one fishing arrival from off shore in a whole week it is certainly pretty dull music in the fish line, yet that has been the actual situation here since a week ago Wednesday.

Beside the one lone off shore craft to make the port there has been beside one vessel from Boston, with a handful of fresh cod to split and four shore boats with a few fish which they boxed and shipped to Boston on their own account.

Half a dozen of the market boats, with two off shores and the steam trawler Spray are all that have arrived at Boston since last report. The off shores have small fares and what the boats have amounts to but little. The Spray had a good fare and will come out all right.

With every promise of a good fish day today, the whole market fleet went out last night and is on the ground this morning ready to make the most of a good chance to set.

FROZEN HERRING CARGOES.

Several Vessels at Boston Reported Discharged.

Sch. Ralph L. Hall will go to Boston with her cargo of frozen herring, Capt. Frank H. Hall having sold the frozen fares to the Boston Herring Co. It is understood that the vessel will have the next turn at taking out.

Sch. Hiram Lowell, it is reported, will take her frozen herring to New York.

Sch. Oriole has taken out half of her load of frozen herring at Boston. The British schs. Ellen L. Maxner and Earl V. B. are all out, but the Lunenburg schs. Clintonia and Junkata have not opened their cargoes yet. Trade is reported good.

Lost Trawl Gear.

Some of the boats suffered severely in loss of gear, on account of the set made off here on Tuesday.

Sch. Mina Swim was caught with the most of her set out and it breezed up so hard the dories could not get it. She went out yesterday to have a look for it and found only one buoy, the rest being lost.

The Stranger was in a similar fix and only got a little back, about five tubs in all.

Sch. Margaret Dillon lost 14 tubs and was lucky to get back as much as she did.

Spray Had Good Trip, Despite Ice.

The steam trawler Spray came up to T wharf, Boston, yesterday, the worst load up craft that has entered Boston harbor this winter.

Capt. Green reported several days of zero weather, and while on Georges the ice made so rapidly as to interfere with the working of the other trawl.

The Spray had a good paying trip, 55,000 pounds of fresh fish.

Sch. Regina Spoken.

Capt. Green of the steam trawler Spray which arrived at Boston yesterday reports speaking sch. Regina on Georges recently and supplied her with provisions. She had been out three weeks, had had hard weather and taken but few fish.

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Fishing Fleet Movements.

Sch. James W. Parker came from Boston last night to have a new mainmast stepped, to replace the one recently carried away.

Sch. Richard dropped in from Boston yesterday afternoon and anchored off Pavilion beach while her skipper came ashore to ship a cook.

Sch. James W. Parker will step her mainmast at Burnham's shars.

Sch. Hattie L. Trask is on the Rocky Neck railways.

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Today's Receipts.

Sch. James W. Parker, via Boston.
Sch. Richard, via Boston.
Sch. Emily Cooney, via Boston.

Vessels Sailed.

Sch. Richard, Rose Standish, Frances P. Mesquita, Genesta, Hope, Sylvia M. Nunan, Leo, Stranger, Ramona, Belbina, P. Demongoes, Walter P. Conkurt, Ida S. Brooks, Emily Cooney, Rita A. Viator, Viking, Margaret Dillon, Ida M. Silva, Flora J. Sears, and Edith Silveira, haddocking.

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Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.
Newfoundland frozen herring, for bait, \$3.00 per cwt.

Boston.

Sch. Mertis H. Perry, 7000 haddock, 2000 cod.
Sch. Matiana, 3000 haddock, 2000 cod.
Sch. Matchless, 15,000 haddock, 500 cod.
Sch. Valentinna, 5000 cod.
Sch. Lillian, 2200 cod.
Sch. George E. Lane, Jr., 9000 haddock, 1000 cod.
Sch. Flora E. Nickerson, 20,000 haddock.
Steamer Spray, 48,000 haddock, 1000 cod.
Sch. Azorean, 2000 cod.
Haddock, \$2 to \$4.25 per cwt.; large cod, \$6; market cod, \$4.50.

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GREAT INCREASE OVER LAST YEAR.

January Fish Receipts Show Marked Improvement.

Although the month of January just passed, has been an exceptionally dull one as far as the arrival of fish fares at this port is concerned, still it was a vast improvement over January of 1902 and also a little better than the initial month of 1907.

The following comparative table shows the relative catch of the leading kinds of fish:

	1909.	1908.
	Pounds.	Pounds.
Salt cod	238,200	123,200
Fresh cod	357,000	55,000
Haddock	334,300	221,700
Hake	15,400	14,800
Cusk	32,400	10,800
Pollock	69,800	10,900
Halibut	157,700	92,400
Flitch halibut ..	4,685	2,300
Total	1,209,485	531,100
	Bbls.	Bbls.
Salt herring	5,448	11,840
Frozen herring ..	15,785	23,770
	Qtls.	Qtls.
Cured fish	1,900	2,000

The total of ground fish for January of 1907 was 1,181,545 pounds, also 26,895 barrels of salt herring and 15,345 barrels of frozen herring.

Frozen Herring Cargoes.

The Boston Fish Bureau reports the following Lunenburg, N. S., vessels on the way to Boston with frozen herring, from Connaigre Bay, Fortune Bay, N. F.:

Sch. Arginia, 275,000 pounds; sch. Lila B. Hirtle, 350,000 pounds. These are the two crafts chartered by Capt. Solomon Jacobs of this port.

Fishing Fleet Movements.

Sch. William H. Rider is on Parkhurst's railways.